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MR ASQUITH INTRODUCES A DISESTABLISH-MENT BILL

NE GLADSTONE'S RETORT TO LORD RANDOLPH-GORST'S MOTION TO REJECT THE MEASURE LOST, 301 TO 245-THE FIRST READING PASSED WITH THE AID OF

IRISH VOTES.

London, Feb. 23 .- Mr. Asquith, the Home Secetary, introduced in the House of Commons tobill suspending the creation of new interin churches in Wales, and the measure assed its first reading. The measure is the first practical step in the direction of disendowing and establishing the Church in Wales, to which the Liberal party is distinctly pledged. | 11r. isquith, in his speech introducing the bill, said that the membership of the Established Church in Wales included hardly one-fourth of the popu-The question of discstablishment, he dded, was in the main a Welsh one. The decision of the people given at the last general election had distinctly shown this fact. Out of the thirtyfour members of the House of Commons who represent the Welsh Parliamentary districts, hirty-one had been returned pledged to support neasures to disestablish the Church. This statement was greeted with cheers.

Sir John E. Gorst, Financial Secretary to the Treasury under the last Salisbury Cabinet, moved the rejection of the bill.

Lord Randolph Churchill, in supporting this charged Mr. Gladstone with having bandoned all his former principles in order to cure votes favorable to his scandalous Irish

Gladstone, rising at 11:30 o'clock, congratulated Lord Randolph upon his skill in naking his opposition to the bill a cover for a general attack upon the Government at an hour when a proper defence was out of the question. The Government, however, would not refuse the challenge. They were redeeming their pledges to play Welsh Disestablishment against Home Rule and Home Rule against Welsh Disestablishment against Home Rule Mr. Gladstone then analyzed Lord Randolph's objections, which he pronounced quite illusory. dmitted that the bill in question was a Disestablishment bill. It was demanded, he said, alike by a policy of justice and the voice of the Welsh

Sir John Gorst's motion was rejected eventually by a vote of 301 to 245, and the bill passed the first reading. W. W. B. Beach, Conservative Member for West Hampshire, directed attention to the fact that the bill had been advanced with the assistance or Irish votes.

FEAR OF HOME RULE DEPRESES IRISH STOCKS. by them voluntarily as a bribe. Dublin. Feb. 23.-The financial agitation in Ireland, on account of the dread among security-holders of the effect of Home Rule, is increasing. Bank of treland stock to-day shows an additional fall of £5. and Guinness Company stock, £10, while the stock of the Great Northern Railway of Ireland shows a stellne of £2 a share.

THE POPE ON FRANCE AND IRELAND. HE DESIRES RELIGIOUS LIBERTY IN THE RE-

PUBLIC AND HOME RULE FOR THE ISLAND. Rome, Feb. 23 .- Pope Leo XIII to-day received the digins who have come to attend his episcopal jubifrom South America, Hungary and France. Replying to the congratulations and good wishes extended to Mm by the leaders of the French pilgrims, the Pope said: "I know that France desires to remain Catholia For this purpose she must be free, Christian must be allowed freedom to develop, and its must be allowed liberty to have their children ited at Catholic schools. We do not demand the sheorption of the civil power by the Church; we morely wish that in France full liberty be given to the people to exercise their religion."

The Pope, in conversing with Cardinal Logue to fay, said that he approved of Itish Home Rule. tice to Irish Catholics, the Pontiff said, would tend to strengthen England. The Pope eulogized Mr. Glad-stone, who, he remarked, had his heart in the success of the scheme so dear to his good Irish.

HARSH WORDS FROM MR. DAVIES IN DISCUSS

ING THE RECIPROCITY NEGOTIATIONS. Ottawa, Feb. 23 (Special).-L. H. Davies, ex-Premier of Prince Edward Island, created a scene in the Com-mons to-day by his arraignment of the Government in the matter of falsifications of the record of the delegates' trips to Washington in search of reciprocity. Mr. Foster said yesterday that the American Govern pe, including a uniform tariff made at Washington and discriminating against England. day Mr. Davies gave the lie direct to the Finance Minister, and read the whole report on the subject made by Mr. Blaine to Congress. That report showed that Dominion Government would give its consent to no treaty which embraced other articles than natural ets, a condition which every Canadian knew the United States would never accede to. A list of manfactures, said Mr. Davies, was also included in the treaty which the United States would grant; and as

uniform tariff, it was a pure fabrication. Shaking his hand in the face of the Finance Min-Ister, Davies declared that while Foster kept back the record of the proceedings from Parliament, the speaker was justified in calling him a falsifier for the purpose deceiving the people, so that he and his colleagues places. The report of Mr. Blaine proved the Government to be guilty of deceit, falsebood and political trickery of the worst kind. Mr. Davies defied Mr. Foster to contradict him, and the Minister did not take up the challenge.

COTION SPINNERS REJECT EMPLOYERS' TERMS. London, Feb. 23 .- The committee of operative coton spinners to-day met a committee of the Federation of Master Cotton Spinners, to hear the explanation in regard to the proposed reduction of 5 per cent in wages, and why the employers insisted on the re-duction. After listening to the Masters' reasons, the committee of operatives absolutely refused even a submit the terms to the general body of operative now on strike against the reduction, and adjourned Without date. This puts an end for the present t all hope of terminating the strike.

RESIGNATION OF MR. JOSSE, M. P., A LIBERAL. London, Feb. 23 .- Henri Josse, Liberal, Member for rest Grimsby, has resigned his seat in Parlia-ment. Mr. Josse is a naturalized Frenchman, a realthy coal merchant at Grimshy, and a banker He is seventy-one years old. When Louis on overthrew the Republic Josse was imprisoned oposing the usurpation. Mr. Josse was never Parliamentary life too much of a tax on his that habits. His resignation leaves to the Liberal crists a fighting chance for the seat.

HENRY DRUMMOND WOLFF'S SON BANKRUPT. Lendon, Feb. 23 .- Cecil, the son of Str Henry Drumbankrupt. His liabilities are nearly £17,000, and re are no assets. His creditors have agreed upon

10 BE GOVERNOR OF NEW SOUTH WALES. London, Feb. 23.-Bobert William Duff, Liberal, er of Parliament for Banfishire, Scotland, has sen appointed Governor of New South Wales as sor to the Earl of Jersey, resigned. Mr. Dul a commander in the Navy, from which he retired on succeeding to his uncle's estates and to tife family seat in Parliament in 1861, when he also exchanged his own name of Abereromby for that of Duff. He is fifty-seven years old, was Junior Lord of the Treasury in 1882-85, and Civil Lord of the Admiralty in Mr. Giadstone's Admirastration of 1885-

THE NEW PORTUGUESE CAPINET'S PROGRAMME. Lisbon, Feb. 23.-Senhor Ribeiro laid before the Deputies to-day the programme of the new Cabinet.

The programme provides for the amnesty of political

AGAINSTTHE WELSHCHURCH | of the municipal government. The piritamentary building was crowded by persons cager to learn the details of the programme. Sembor Ribeiro was its ceived with cheers.

SICILIAN BRIGANDS SENTENCED. ELEVEN GET LIFE IMPRISONMENT FOR THE

MURDER OF A CAPTIVE. Palermo, Feb. 23.—The Italian Government is pushing as vigorously as possible its warfare against States and Great Britain met to-day in the Foreign the Sicilian bandits. To-day eleven brigands were Office to open formally the proceedings. There were convicted before the Assize Court at Caltanisetta, twenty-eight miles northeast of Girgenti, and all of The crime for which these men were arrested was an atrocious one, though it has had many parallels in sicily. In August last they captured a wealthy landowner named Billotti, and demanded for his re-lease the sum of 500,000 lire. Billotti sent letters to members of his family, urging them to forward the money to his captors. The money failed to reach to them, and they therefore proceeded to put into execution their threats to kill Billotti. The evidence adduced at the trial showed that the brigands placed their victim at a stake and built a fire around him. life was entirely extinct. The authorities made an Billotti a prisoner. Much vexatious delay was encountered in consequence of the relations between the brigands and the peasantry, but finally the gendarmes succeeded in taking prisoners the eleven nen who were to-day convicted. men are notorious desperadoes, whose evil reputation have made them a terror to the faw-abiding people of the part of Sicily in which they operated. So fear-ful were the authorities that an attempt at rescue might be made, or that the brigands themselves might make a combined dash for liberty, that the men were confined in a strongly built iron cage during all the court proceedings. About the cage were stationed fifty gendarmes.

CHARLES DE LESSEPS APPEALS.

HIS COUNSEL'S PLEA FOR REVERSAL OF THE COMMITTAL-FONTANE AND SANS-LEROY PARTIES TO THE PROCEEDING.

Paris, Feb. 23.-Charles de Lessers, Marius Fontane and M. Sans-Leroy, who were committed for giving or receiving bribes appealed to the Court of Cassation to-day for a reversal of their committals. Their counsel argued that the bribery clause in the Code contemplated only the offences of executive and administrative officials, and not of members of Par-liament. The Deputies who received the Panama money, therefore, as well as the persons who gave them, could not be charged correctly under the law with bribe-giving or bribe-taking. The offence in question was rather breach of trust. This line of argument was especially intended to exculpate M. sans-Leroy, who sold his vote as a Deputy when the lottery loan was under consideration in the Chamber. Charles de Lesseps's counsel pleaded, moreover, that in the case of M. Baihaut, the Minister of Public Works, who was bought by the Panama Company, the money was extorted from the directors, and was not offered

"The Radical Journal" expresses displeasure at the selection of Jules Ferry for President of the Senate. The Conservative newspapers also protest against the choice as improper, whilst "Les Debats," and other moderate journals approve M. Ferry's election.

FOR TAXING THE COULISSIERS. DISCUSSION OF THE MEASURE BY THE FRENCH

CHAMBER OF DEPUTIES. Paris, Feb. 23.-In the Chamber of Deputies to-day M. Tirard, Minister of Finance, stated that the bill taxing time bargains on the bourse would be limited to coulisse operations and to stocks not quoted on the regular bourse. The tax, added M. Tirard, would apply to the coulissiers, who constituted an army of outside brokers, largely foreigners, to whom must b applied the law that every one carning money in France must contribute to the revenue of the country.

M. Lamarzelle, Deputy from Morbihan, demanded the abolition of the coulisse, which, he said, would increase the number of inside brokers.

M. Naquet, Deputy from the Scine, advised the Government to permit free speculation.

The bill met with the general approval of the Deputies, and the Chamber decided to discuss it by clauses.

The bill proposed by M. Tirard, Minister of Finance, Is one of the ontcomes of the Panama scandals. It was shown that the money used in connection with the Panama affair had passed through the hands of foreigners like Reinach, Herz, and the coulissiers Oberndoerfer and Acton. That disclosure seems to have brought to a climax the disfavor with which the conlissers, or curbstone brokers, were regarded, especially after the disasters of the Comptoir CEscompte, the Societe des Mataux, the Union Na tionale, the Panque de Rhone et Loire, etc. These men for many years were accustomed to assemble in inall groups, in the passage De l'Opera, one of those small streets or alleys connecting the bould vards with parallel streets. They met there and in front of the passage, often practically blocking the sidewalk. The public complained, and finally the oulissiers met in the hall of the Credit Lyonnais. They were driven from there a few years later, and returned to their former place of meeting, but in smaller numbers, so as not to bring on themselves the wrath of the policemen. They assemble usually twice a day, in the afternoon immediately on the closing of the bourse, and in the evening.

The quotations of the French rentes, and all other securities admitted on the Exchange, were largely inmenced, if not completely fixed, by these people, who had hundreds of offices in Paris, and who were in direct communication with the small investors in the capital and the provinces. They transmitted their clients' orders to the sixty agents de change, who are the only persons authorized by the Government to buy and sell securities on the Exchange. The levying of a tax upon the transactions initiated and effected by the couldsders has been discussed by the French press, and the main argument offered by their friends has been that such a tax would curtail bourse opera-tions on a large scale, for the coulissiers, they said, were the life of the bourse itself. Only through them could the small investors be reached, a consideration not to be despised in times when Government loans not to be despited in times when Government loans are to be made. The partisans of the proposed tax replied, among other arguments, that such a tax would not be an innovation, constituting a danger for the financial market, since it was applied successfully in other countries, notably in the German Empire.

HOBBS AND ASSOCIATES COMMITTED. METHODS BY WHICH THEY DEFRAUDED THE LIBERATOR BUILDING SOCIETY.

London, Feb. 23.-James William Hobbs, o firm of J. W. Hobbs & Co. (limited), and Henry Granville Wright, solicitor, were to-day committed for trial, together with G. Newman, of G. Newman & Co. (limited), on charges of forgery and fraud in connection with the ruin of the Liberator Building Society. The evidence showed that for about ten years Hobbs & Co. had conducted, with the connivance and assistance of Wright, a system of fraud upon the Liberator Building Society. George Charles Kentish, who had been for many years cashler for Hobbs & Co., explained the methods which had been followed. False bills were accepted by Hobbs, purporting to be drawn by merchants who supplied timber and material to Hobbs. It was intended not to pay the money on the bills to the firms whose names were used, and these firms were unaware of the existence of the bills. The bills were accepted by Hobbs and given to Wright, and the amounts were paid by the Liberator Building Society, which financed

the business of Hobbs & Co.

Another method of defrauding the Liberator Society was by increasing the wages sheet, and thereby re-ceiving a larger amount from the society each week to meet the expenditure for wages than was actually necessary. Kentish did this by direction of Hobbs to whom Kentish handed the greater part of the amount overcast, keeping a little himself. Another clerk, Bailey, who was not in the secret, noticed the fraudulent overcasting, and reported to Hobbs, who, in order to keep up appearances, had to remove Kentish, but procured him a place elsewhere at a larger salary. Although the amounts involved in the actual charges Although the amounts involved in the actual charges against Hobbs, Wright and Newman are comparatively small, the amount of loss to the Liberator Society, through mismanagement and fraud in various forms, probably exceeds £2,000,000.

The defendants were committed without ball.

VANCOUVER'S DISCOUNT ON AMERICAN SILVER. Vancouver, B. C., Feb. 23.-On and after March 1 chartered banks here will accept American silver programme provides for the amnesty of political only at 20 per cent discount. Formerly the discount was 5 per cent. The reason given for the change is that it is desired to get American silver out of the

ARBITRATORS MEET IN PARIS. BEHRING SEA CONFERENCE FORMALLY OPENED

-AN ADJOURNMENT TAKEN TO MARCH 13. Paris, Feb. 23.-The Commission of Arbitration of Office to open formally the proceedings. There we present Justice Harlan, of the United States Supren them were sentenced to penal servitude for life, Arbitrator; Marquis Visconti Venos'a, Italian Arbitraeries, who is here as British agent; J. T. Williams, counsel for the United States; Sir Richard Webster and Sir Charles Russell, counsel for Great Britain. Judge Gram, of the Christiania Supreme Court, the

ceedings, which lasted only half an hoar, were purely ormal and the Commission adjourned until 33. M. Develle is expected to provide at in-neeting of the whole Commission. The arbit meeting of the whole Commission. The arbitrator-and their counsel attended this evening a ball given in their honor at the Elysec.

NOT TO PROBE ITALIAN BANK SCANDALS. ADVERSE ACTION OF THE CHAMBER ON A MOTION SUPPORTED BY EX-PREMIERS CRISPI

AND RUDINI. Rome, Feb. 23.-Signor Agnini, Socialist Deputy spoke at length in the Chamber to-day concerns ex-Premier Crispi's charge that Gloliti, who Mid-toof Finance in 1880, had expressed the belief that the Bank of Rome was conducted dishonestly. Statements promised several premiers and their Cabinets, and the through a searching and impartial parliamentary inves to conceal could object. He would move, therefore, hat a committee of seven Deputies be appointed to examine and report on the relations of recent min-

Ex-Premier Crispi was received with cheers and applause when he arose to support Signor Agulut's motion. The gravest imputations have been made he said, against the honor of the men who had held or were holding the highest offices of state. The men occupying such conspicuous positions of trust and honor should be above suspicion, certainly above listening tamely to the most blackening accusations. For his part, he repeated that he had done nothing to conceal and that he courted investigation. Delay meant only that the guilty would be escaping th innocent would be kept under a cloud of unjust suspicion. To prevent the continuance of this inthe motion.

The Marquis di Rudini, also an ex Premier, and included with signor Crispi and Premier Golitti by the charge of having sustained irregular relations to the Bank of Rome, also spoke in favor of an mmedi ate investigation.

Amid much confusion Premier Gioliti repeated his former arguments for delay. The courts of this country, he said, sufficed for the work of investiga-tion and punishment. The Chamber would do his-by postponing for three months the discussion of the bank troubles, as well as all action looking toward a parliamentary investigation. Signor Againd's motion was then rejected, by a

BIG BLAZE IN A TURKISH VILLAGE. Constantinople, Feb. 23.-Five hundred houses in the village of Kadikey, across the Bosphorus from Constantinopic, were burned last night. The Sultan has sent assistance to the sufferers.

STRIKERS QUIET IN CHICAGO.

NO INDICATIONS OF THE TROUBLE SPREADING -DEMANDS OF BURLINGTON ENGINEERS GRANTED.

Chicago, Feb. 23.-Police in uniform were this morn ing detailed along the tracks of the Western Indiana from the Polk-st. depot to Thirty-first-st. but there were no signs of trouble. howed no disposition to interfere with the property tower-men and crossing-men, and more of ess embarrassed the Santa Fe, Chicago and Grand Trunk, the Chicago and Erie, Chicago and Eastern Illinois and the Monon, all of which enter the city over the Western Indiana tracks. Nothing court d here during the morning to indicate a spread of the

turned the switch levers to-day, but all incoming train were delayed. President Thomas, it was said, was about to grant the increase in the wages of the men, but low owing to their summary action will not do so.

A local paper says that a delegation of engineers A local paper says that a decimely, who came from lowa to Chicago to visit the officials of the road and secure the same pay as conductors and brakemen as to overtime, did not have to see the officials, as their demands had been granted before they reached the city. The new schedule had been printed and mailed before the engineers left home on their mission.

LINEMEN AT THE FAIR GROUNDS STRIKE. Chicago, Feb. 23.-The one hundred electrical line nen at the World's Fair grounds in the employ of the Exposition Company, went out on a strike thi morning because their demands for an increase of 5 cents a day in wages and time and a half for overtime and double time for Sunday work were not acceded Director of Works Burnbam says that he can get

INDIANS REFUSE TO GIVE UP THEIR LANDS.

Cheyenne, Wyo., Feb. 23.-General John W Meldrum has returned here from the Wind River Indian Reservation with the news that the conmission of which he was a member were unable to nake a treaty for a cersion of lands back to the public domain. The other members were Judge Frank P. Sterling, of Helena, and N. B. Crump, o Arkansas. They were at the agency a month and held five councils. The Indians interested are Sho-shones and Arapahoes. They number 4.700, and hold about 2,000,000 acres of land. The whites desir for settlement a strip of four miles along the water ways marking the southern border of the tract The Shoshones were willing to sell, but the Arapahoe The Shoshones were willing to seil, but the Arapahoes would not consent. The latter offer to sell the entire northern half of the reservation, but much of he land is sterile. At the second council the Indians almost fought. The reservation belongs to the Shoshones, and the Arapahoes remain upon it merely by sufferance. The squatters were reminded of this, and their chiefs, Black Coat and Sharp Neas, became very sugry. Washakio, the head man of the Shoshones, averted a collision by foreing an adjournment, General Meidrum says that there can be no treaty until certain designing white men cease to interfere. The Indians face well, but are making slow progress in the direction of self-support.

HAD ONE WIFE TOO MANY.

Atlanta, Ga., Feb. 23.-Major Edward A. Haygood, a cousin of ex-Governor Haygood, of South Carelina and a Confederate veteran, was taken to Charleston S. C., yesterday to be tried for bigamy. On the train were his two wives. Major Haygood went to Chi cago seven years ago and there married Mrs. Duncam, who was his third wife. She is said to be worth \$100,000. A year ago they came here. Severa months ago the Major went to South Carolina on busi ness. His visit was protracted. Ten days ago Mrs ness. His visit was protracted. Ten days ago Mrs. Haygood heard that her husband was in Jacksonville, Fla., sick. She went there and found him living with a young wife whom he had married in Charles ton. She brought him home and the other wife followed and had him arrested for bigamy. He explained that he was suffering from an old war wound while in Charleston for which he had to take morphine. It was while under the influence of this drug that he committed what he calls "the indiscretion of marrying again before his wife was dead."

FIGHTING THE INSURANCE COMPANIES.

Milwaukee, Feb. 23.-The business men of this city are complaining at the treatment they have been subjected to at the hands of the outside insurance companies. The Manufacturers' Association has pre-pared a bill which will be introduced in the Legisla ture, and they have been assured of its passage, which declares all combinations between insurance companie. to fix rates of insurance in Wisconsin to be illegal and unlawful and names a series of penalties for violation thereof. This is one of the most drastic measures directed at the insurance companies ever brought le-fore the Legislature, and if successful, will revolu-tionize the insurance business in the State. TRAFFIC IN THE BAY MUCH DELAYED.

THE ERASTUS WIMAN BREAKS A WHEEL-ACCI-

DENTS OF VARIOUS KINDS. From the upper regions of the Hudson a pro-

cession of ice floes swept into the bay yesterday, carried down by the ebb tide. For a time they were stationary, and then with the flood tide they rushed up the rivers and stood like a brick wall against the enset of the ice masses C. H. Tupper, Canadian Minister of Marine and Fish- | which floated down the streams. The ice gorged and choked the narrow channels, and spread over the bay. The snow which the employes of Commissioner Brennan have dumped from the ends of the piers served to cement the cakes and flocs into fields of ice and slush through which vessels with the sharpest prows could make their way. The snow which has fallen in the last few days has still further bound together the ice masses, and a low, freezing temperature is all that is needed to cover the bosom of the harbor with a coat of mail. The southwest wind sent the ice over to the

Brooklyn shores and hurried the floes and fragments into the ferry slips. Several ferryboats broke down and transferred their passengers. Car floats, coal barges and lighters were imprisoned between frozen barriers; schooners and steamers dragged their anchors, and accidents and collisions man standing upon the sca-wall at the Battery could, with the aid of a good spy-glass, see three accidents going on at the same time. The Annex boat No. 5 received a blow yesterday which sprung her timbers forward and sent a shiver through her trame. She was following in the wake of the big Maryland. Both boats were loaded with railway coaches filled with passengers. The Annex boat was tripping along gleefully in the open space cleared by the Maryland, when the larger boat was stopped by the pressure of the ice. with a bump that resounded over the harbor. The engines were reversed and both boats escaped with little injury. The passengers in the coaches were considerably shaken up. The steam-heating attachment on one of the cars on the Annex boat was broken and clouds of steam come forth. A partly passenger lay on the deck of one of the cents and cautiously peered over the side to see merited punishment of their misdeeds, while the if the vessel were leaking. The boats were soon separated. The Annex boat turned her bruised nose in another direction and made her own way. She was not quite to handsome as she was before the accident, but she knew more.

William Quigley, the Battery boatman, went out in a rowboat yesterday to carry meat to the steamer White Cross. On the way back from the essel his boat was caught in the ice and was held in a vise-like grip by the floes which surrounded it. The Government tug Catalpa, which was passing, came to his assistance, and the crew tried to take aboard not only the venturesome Quigley but his boat. On account of the overhang of the tug the boat could not be lifted on board. The ice flees hit the frail craft on the bottom and threatened to tear it to pieces.

'Pll stay where I am," cried William Quigley, before I'll have this boat smashed-leggo:

The crew released their hold and down went beat, Quigley and all. The Catalpa steamed away and left the boatman hemmed in by ice fices. A dozen tugs passed him without offering assistance before the E. S. Crosby rescuel him. By this time the boat was opposite Pier A, and a crowd of spectators lined the shore watching the

The pride of the ferrymaster, the Erashus Wiman, put out from her slip at St. George yesterday morning at 9 o'clock. In a few minutes she was imbedded in a field of ice and was as helpless as an infant. Extending to Bedlow's impenetrable. The Erastus Wiman strained and tugged to wedge her way through the ice until one of her paddle-wheels broke. Under the walls of Castle William she halted and signalled for The ferryboat Northfield passed half an hour later on her way from New-York to St. George. The captain of the Erastus Wiman and that the boat was in no im and the Northfield went to her Staten Island slip and then returned to the help of her sister boat. She made fast to the Erastus Wiman with a hawser, ran out a gang plank and transferred the passengers. The Erastus Wiman was finally released and towed by two tugs to Staten Island

The captain of the James Turple, a British steamer which was lying off Bedlow's Island, took a look at the ice-bound harbor yesterday morning. Then he got his ship under way and put to sea half a day before he was ready. He preferred a storm upon the epen sea to being pounded by treacherous ice floes in the barbor. The Nor wegian bark Hassel, in tow of the bark Garfield, wegian bark Hassel, in tow of the bark Garfield, was caught in the ice. She signalled for assistance. By the united efforts of four tugs she was drawn into clear water near the New-Jersey shore. A tugboat and her tow, a long car float, were held in the ice for hours before they got away. A fussy little tug was steaming along yester lay afternoon towing a car float. Behind her was another tug with a similar tow. The first tug stopped and her tow almost ran over her. The second tug was soon in close quarters with the first tug's tow in front and was almost crushed by the float behind her. The Margaret J. Sanford took long togathing spells in her work of towing a big barge loaded with eight cars. For an hour she hardly moved an inch.

breathing spells in her work of towing a big unique loaded with eight cars. For an hour she hardly moved an inch.

The steamers Chicago City and White Cross were anchored off Liberty Island. They flirted with each other across the ice floes which separated them and planned to clope. The Chicago City dragged her anchors, drifted across to the White Cross, and the two vessels started down the bay dragging their anchors together. Two busybodies in the guise of turboats got the two steamers clear, and took them to widely separated anchorages. The Tillie Starbuck had a giver use with the ice. Two tugboats' interfered and took her to Eric Pasin for repairs.

And where was the Shackamaxon all this time? While other boats were being torn, crushed and smashed, nothing less than an explosion in midstream or being cut square in two should have sitisfied her. With her usual perversity she made overy run on schedule time, and safely carried 695 Italian immigrants from Ellis Island to the Barce Office pier. One of the Weehawken ferryloads was held in the ice for over three hours yesterday morning. The Thirty-inth Street Ferry abandoned its service entirely, and the Hamilton and Atlantic Avenue ferries run under difficulties. Two boats were run by the Pennsylvania Company on the Cortlandt-st. Jine and three on the Desbrossesst, route.

MANY OF THE SLOWER STEAMERS OVERDUE. The gales and storms which have swept over the

Atlantic in the last few days have delayed many of the slower passenger steamers and freight vessels.

The Bolivia, of the Anchor Line, which left Glasgow on February 4, is six days behind time. She made her last passage from Glasgow, last December, in ner has passage from that the has frequently finished her trip in eleven days. She has a large cargo and some passengers. The steamship France, a freighter, of the National Line, which left London on Sebruary 2, has been out before as long as twentyme days. She usually makes her trip in from seveneen to minoteen days. The teen to hineteen days. The Hamburg American steamer Taormina has buffeted the waves for twenty-two days. She was due at least five days ago. The Lepanto left the port of Antwerp twenty-two days ago. The oil tank steamer Mannheim has been on the way to New-York since February 1. She has been known to stay out longer. The Noordland salied from Antwerp on February 11. She broke her shaft on her last voyage, and now has a new one. The Moravia, which is several days overdue, left Hamburg on February 7. She stopped several days at Portland, England. She has lumigrants on board.

KILLED IN A BLINDING SNOWSTORM.

Erie, Penn., Feb. 23 (Special).-Blinded by the snowstorm of to day, Engineer M. Brown plunged into Engineer James Gill's engine on the Lake Shore and Michigan Southern Railroad at Wickline. Gill was

which ran away with the dead engineer, and was not stopped for a mile and a hilf. Brown was fatally injured and his fireman crippled for life.

MOUNTAIN TRAINS STILL SNOWBOUND. ENGINES TIED UP IN THE BIG DRIFTS-HARD

TIMES IN PENNSYLVANIA. Kingston, N. Y., Feb. 23 (Special).-Many of the allway trains in this vicinity are still snowbound. regularly, even with two engines on each. The Wallkill Valley line is yet blocked. One train with three engines started from here yesterday afternoon, but landed in a drift at Gardiner. Every engine on the road is now tied up in the snow. It is said a thaw must be awaited to release them. The Ulster and Delaware trains are forging through boldly with their passenger business, though much behind, the drifts near Fine Hill being twenty-five feet deep. The Stony Clove road is blocked.

Watertown, N. Y., Feb. 2., -The total fall of snow throughout this part of Northern New-York in yester day's storm was about six inches. Nearly all trains have been run on the Rome, Watertown and Ogdens burg, though some of them had hard experies burg, though some of them and hard experiences south and west of here. To-day no trouble is being experienced. At Aider Creek, on the Utica line, last night, a trainman, who was sent back to flag a train following his, lost his way in the snow, and, after searching for him, his train was sent on without him. He found a shelter in a farmhouse.

Belyidere, N. J., Feb. 22.—The Lehigh and Hudson Railroad is completely blocked with snow. All trains are at a standstill, and there were a dozen trains stalled along the road this morning between Belyidere and Warwick. The road has been closed since yearterday.

and Warwick. The road has been the terday.

Reading, Penn., Feb. 23.—The Reading and Columbia, the Schuylkill and Lebigh, and the Perkiomen railroads, which have been fackaded with snow since yesterday, have not yet been opened. The Schuylkill and Lebigh is so leadly drifted that it is not likely traffic can be resumed before to-morrow. Many of the long cuts are completily filed with snow. This will have to be shoveled out. Reports from rural districts say that Wednesday's storm was more rural districts say that Wednesday's storm was more almost impassable, and farmers cannot attend market.

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It is learned that the Pennsylvania, Poughkeepsle and Boston read, which is depended upon by the Reading to carry its New-Endand business when the Lehigh and Hudson is unable to handle it, has five engines in a snowbank at Danielsville, Penn., and that the road has been shut since sunday night's storm. This road runs from Slatington, Penn., to Maybrook. N. Y., through a section inaccessible to direct communication here, and its actual condition was unknown until this morning. It will take several days to open the road.

Lancaster, Penn., Feb. 23.—The pussenger train on the Reading and Lancaster Railroad which was caught in a snowdrift nine miles north of here early yesterday morning was extricated at midnight, after four engines had been sent to its assistance. It was alled with passengers, who had a tiresome wait. A large gang of shoveliers tried to clear the track, but the snow was blown back as fast as it was taken away.

ROUGH VOYAGES OF TWO ALLAN LINERS. Hallfax, N. S., Feb. 23.—The over-fue Allan Line estorian and Mongollan came into port a 8,30 o'clock this morning, in company. The Monga lian, which left Liverpool on February 9, encountered gales during the entire voyage. The first day out from Molville the ship made only 115 miles. mendous seas were running and the deck was re

pentedly swept, but no serious damage was done. The Monzollan brought twenty-two cabin, 101 inter-mediate and 385 steerage passengers. The Nestorian also had a tempestuous passage For nine days she battled with a continuous and sens that at times ran mountains high. Tons of water swept over her, carrying away skylights and ventilators, and starting several of the deck houses several of the crew were more or less injured, one having his collar-bone broken. Two of the port-were stove by the seas, and the cabins were flooded

VESSELS IN DANGER OF BEING WRECKED. Hempstead Harbor is crowded with Ice-bound ssels and several of them are in danger of being wrecked. It took the tug Glen Cove, Captain Peats all day yesterday to reach the steamboat wharf with two barges loaded with conl. The sloop Plowboy Captain Anson Misner, was in a dangerous position esterday off the Yellow Banks. The sloop Enzabeth, Captain Barry, was pulled out of the ice and towed to the steamboat wharf. She was damaged considerably. Both bonts are owned by the Glen Cove starch Company. Captain Peats tried to pull out two other vessels with his tug-boat, but could not move them.

A BLIZZARD AT HALIFAX.

Hallfax, N. S., Feb. 23.-A howling blizzard raged ere yesterday afternoon. There is more the streets of Hallfax to-day than there has bee for twelve years. It is piled up to such a as to make it dangerous for all vehicles.

FOSTER AND GRESHAM IN TOWN.

THE EX-SECRETARY OF STATE AND THE JUDGE TO MEET TO DAY.

John W. Foster, who became ex-secretary of yesterday at noon, arrived at the Fifth Avenue Hotel last might. He was accompanied by H. G. Smith, his private secretary. Mr. Foster, when asked if he expected to meet Judge Gresham in New-York, sald that he did not know that Mr. Cleveland's choice for ecretary of State was in the city, and did not know that he was coming. Later Judge Gresham telegraphed to Mr. Foster, however, and arrangements were made for an interview, to be held to-day.

Mr. Foster, when seen by a Tribune reporter, said that he would leave New-York to-morrow at 4 p. m. for Europe. He is going to Paris to attend the International Tribunal at Paris, France, to arbifrate the Behring Sea dispute. Senator Morgan, who is also one of the arbitrators, reached the city last night and

will sail on the same steamer with Mr. Foster.
Mr. Foster said that the feeling among the public
men at Washington, Democrats as well as Republicans, was in favor of Hawaiian annexation, and it was hoped that the treaty would be ratified at the ession of Congress. The Commissioners were especially anxious to complete the treaty, and Mr. Foster said he could see no reason for delaying the affair until the next session of Congress.

Judge Walter Q. Gresham, who left Chicago rather hurriedly Thursday, arrived in New-York last evening and is at the Buckingham Hotel. When several news paper reporters called at the hotel the informatio that was given out by the clerks was that Judge Gresham was "not in." It was learned, however that Judge Gresham did not leave his room at th hotel after his arrival, and that he spent almost the entire evening in conversation with ex-secretary Eristow, who called at the Buckingham about o'clock. At 10:15 o'clock the coming Secretary of State tele

graphed to the Fifth Avenue Hotel and ex-Secretary hn W. Foster, who is there, was communicated wit be arranged for to-day. H. T. Smith, Mr. Foster' calva'e secretary, immediately called on Judge Grest an and arrangements were made for a conference to be held to-day. It is supposed that Judge Gresham wi neid today. It is supposed that Judge Gressam will go to Lakewood this evening or to-morrow morning to see Mr. Gieveland. Lakewood, N. J., Feb. 23.—Mr. Gieveland said to-night, in reply to a question as to whether Judg-Gresham would be here to-morrow: "I see that Mr. Gresham is to be in New-York to-tight, but I do not know whether he will come to Lakewood to-morrow or not."

There were no callers at the cottage to day.

CHIEF-JUSTICE FULLER NOT TO RESIGN.

Melville W. Fuller, Chief Justice of the United tates Supreme Court, is at the Fifth Avenue Hote and it was learned yesterday that the Chief Justice as no intention of resigning and returning to his lav practice in Chicago. It has been reported that Chief Justice Fuller intended to resign soon after the inauguration of Mr. Cleveland, but the report was evidently without foundation. The Chief Justice, when seen by a reporter for The Tribune vesterday, sail that he would return to Washington to-day, and that he would not have time to visit Mr. Cleveland at Lake-wood.

TO INVESTIGATE THE WHISKEY TRUST.

Springfield, Ill., Feb. 23.-A joint resolution pro viding for the appointment of a committee of to investigate alleged illegal operations of the Whiskey Trust was presented in the State Senate to-day by Mr. Saloman, of Chicago. The resolution was adopted at once almost unanimously under a suspension of the rules. In the House the resolution was sharply fought, but was adopted-119 to 12.

VENTILATING MEN COULD NOT AGREE.

Toledo, Ohio, Feb. 23 .- The men who came here for the purpose of forming a trust among the heating an Engineer James Gill's engine on the Lake Shore and Michigan Southern Railroad at Wickliffe. Gill was killed and his fireman was thrown from the engine. They found that they could not agree on anything.

STOCKS HAMMERED DOWN.

CHARLES PARSONS LEAVES NEW-ENGLAND.

READING'S COLLAPSE SHOWS FURTHER EFFECT ON THE MARKET-NORTHERN PACI-

FIC'S STRIFE.

The effect of the collapse of the Philadelphia and Reading Railroad, coming at a time when financial circles were disturbed over the question of the National currency, was shown in the stock market yesterday in a more marked manner than when the receivership was announced on Monday. Other unhappy features-such as the unsettled sentiment created as regards the affairs of the Northern Pacific Railroad, by the recent report of the steckholders' investigating committee, and So switchmen's strike on the Chicago Belt Line road -gave encouragement to the bear faction, and there was a raid on values which grew in venom as the day wore on, leaving final prices materially below the last quotations of Tuesday.

The uncertainty as to the affairs of the Reading system was increased by the announcement of the resignations of Charles Parsons, president of the New-York and New-England Railroad, and the directors who have supported his po'iey. The Tribune has foreshadowed this step and explained the reasons that have led to it. Mr. Parsons undertook to work the New-England road on a strictly business basis, and his business capacity is so widely recognized that the investors in the property were encouraged to hope that he would be able to place the company upon its feet in a few years. To relieve the management from an endless contest against speculative schemes of a more or less hurtful nature, the voting trust for five years was proposed. The plan failed through the opposition of the New-York, New-Haven and Hartford interest, coupled with the indisposition of operators, who have been able to use New-England stock as a football at the Stock Exchange, to co-operate in the Parsons plan of campaign for securing an impregnable position for the New-The entrance of the Reading England road. syndicate into the New-England board of directors complicated Mr. Parsons's plans, and left him unable to carry out his purposes of developing the property on legitimate railroad lines.

In his letter of resignation printed herewith, President Parsons refers to the attempt of the Mc-Lead party to expel him and his friends from the management of New-England when its purchase was made last summer, or at least to obtain absolute dominance. The resistance to this policy on the part of Mr. Parsons and his friends is yet to e fully justified, but the opinion in Wall Street is that it has been confirmed in its wisdom, to a large extent, by the downfall of the Reading property under the McLeod management. The Parsons' control of the New-England will be delivered to the stockholders on March 14, with the record of numerous improvements effected under untoward conditions. The new management selected by the stockholders will bear future responsibilities.

The resignation of President Parsons was acsepted at a special meeting of the New-York and New-England Board. With it were submitted the resignations as directors of Charles Parsons, jr., Clarence S. Day, William Lummis and Anson R. Flower, to take effect on March 14. There were fourteen directors present out of a total board numbering nineteen, the principal men absent being those closely identified with the Reading-Beston and Maine combination. The only letter accompanying these resignations that went beyond the mere form of resignation, was that of President Parsons, which was as follows:

To the Board of Directors of the New-York and New-England Railroad Company.

Gentlemen: Several months ago reprisentations were made to me that a controlling interest in the tock of this company had been acquired by parties who desired to assume the management of the road.

My personal preference at that time was, if such representations could have been verified, to retire from the charge of the road, but it seemed to me my duty to remain throughout the year, to return the property to the stockholders who had intrusted it to the present management, and permit the selection of a succeeding one to devolve upon them.

Recent developments have been such as to convince e that by so doing the interests of the company approaching annual meting it seems proper to me the magagement, and I herewith tender my resigna-tion as president of the New-York and New-England Railroad Company, to take effect on March 14, 1893. CHARLES PARSONS.

There was unnecessary speculation in Wall Street yesterday regarding the motives that led to the action taken by the Parsons element at this time. Some surprise was expressed that the resignations of Mr. Parsons and his friends were not withheld until the annual meeting. The directors who intend to retire declined publicly to discuss this matter, but from sources close to them the situation was explained. Mr. Parsons has not felt himself justified in surrendering the control of the management of New-York and New-England to the McLeod party until that party demonstrated its power at the regular election. To retire now, after the downfall of the Reading Railroad, would be regarded as most inexcusable, if the claims of the McLeod syndicate are admitted. But while entirely indisposed to enter upon any contest to retain the management, Mr. Parsons, it is understood, has felt that in view of the Reading collapse he was bound to make clear the intentions of himself and his friends If the New-England stockholders, in the light of the catastrophe in Reading, are satisfied to effect a change in management Mr. Parsons will retire after delivering the preperty in a creditable shape. The time is brief before the closing of New-England's transfer books for the scattering stockholders to organize themselves against any continuance of Reading control, and little work could be accomplished without the aid of some power-

Here arises the question whether the situa-Judge Gresham asked Mr. Fosier if an interview could tion may not develop an opportunity by which the New-Haven interest may be able to finish the endless speculative squabbles over the New-York and New-England road which have kept railroad affairs in the New-England States unsettled for many years. The answer rests largely upon the developments in the affairs of the Reading Company. If the financial position of that company has been impaired by any outside railroad ventures the necessities of the Reading's reorganization may make the way easier for the Morgan-New-Haven power to close negotiations for the acquisition of the New-England. If there is a control of New-England exercised independently of the Reading as a company, the syndicate will be taxed to its utmost in any endeavor to retain power in the face of the public sentiment growing against the manipulators of the recent McLeod schemes east of the Hudson River and with the still existing hostility of the Pennsylvania Railroad and the New-Haven-Vanderbilt interests. Perhaps it was this recognition of the outlook which led to the heavy fall in the price of New-England stock yesterday.

The new phase given to the Reading situation by the public announcement respecting the attitude of the Parsons party in New-York and New-England almost threw into the background discussion of the affairs of the first-named company. There were no announcements from Philadelphis respecting the condition of the Reading's finances, although there is an earnest call for information. The delay of the receivers in furnishing some preliminary exhibit has increased the feeling of lepression, and the stock reflected this in a further important decline in the stock market. Other leading equi interests are suffering from the uncertainty as to Reading's condition, and the field is left open for bear attacks that depress the values